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BEHORUCHYISKIY TIMBER MANAGEMENT CRITICIZED

The Beloruchey'skiy Timber Management of the Cherepovetsles Trust has a wealth of technical equipment. It has narrow-gauge railroads with the necessary traction and rolling stock. It has new KT-12 trailer tractors, PES-12 mobile electric power stations, good transport facilities, auxiliary equipment of all sorts, and many permanent workers living in comfortable quarters near their work. Good roads and telephones connect the four work sections.

Violation of technical discipline is the basic cause of this poor work. Organization of work, especially in skidding, the most labor-consuming phase, is slipshod. The directors have not taken advantage of the possibilities available for maximum curtailment of skidding distances.

For example, at Devyantskiy Timber Center horse-drawn railroads were to be constructed 300 meters long and 25 - 30 meters apart. The roads were actually constructed 500 meters long and 150 - 200 meters apart. As a result, only four of 16 available horses were actually used to haul timber over the rails; the other 12 had to be used to skid the timber to the rails. Thus, the whole effectiveness of horse-drawn rail transport was lost.

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An even worse condition existed at the Krasnoborskiy Timber Center, the only one to use tractors to skid the timber. Here the timber was heaped up haphazardly for a distance of 150 meters, crosswise among the fir trees, and even along the return route in front of the tractors. The areas cleared for tractor operations had been poorly laid out. The KT-12 tractors could not proceed along the planned route but actually had to strike out at random through the heaped up flitch to get out. Moreover, the skidding distance was needlessly increased, sometimes up to 300 meters. The yarding points were situated at inconvenient places which caused the tractors to cover additional distance. Likewise, the tractors had to make frequent detours.

All this time topographical conditions would have permitted construction of a temporary narrow-gauge railroad siding which would have cut the skidding distance for the tractors by an average of 300 meters.

In the Belorucheyiski Timber Management, the KT-12 tractors were badly serviced. Tractor drivers were inadequately trained. Workers who pick up the flitch did not understand their responsibilities. They did not even meet the basic requirements of having the auxiliary skidding equipment ready for the tractors, and the flitch prepared and piled in the cleared area for the tractors to take away. As a result, the tractor drivers had to set up the skidding equipment and even had to point out the wood that was to be picked up. Productivity of the drivers fell off, and timber remaining in the forest was damaged.

Fuel supply for tractors was also poorly organized. Instead of having fuel-wood supply points along the tractors' route, the tractors had to return to a central fuel supply point, covering an additional 150 - 200 meters without loads. Each of these fueling trips wasted 30 - 50 minutes.

Maintenance of tractors is not properly organized. Continuous servicing is not in effect, and repair work is not in effect, and repair work is postponed until tractors actually are inoperable. Then 2 - 4 hours are wasted during the day before the tractor can be put back into service. Many tractors suffer serious damage from this policy, and parts and auxiliary equipment are frequently lost or broken.

All these shortcomings serve to explain how it is possible for a machine as highly efficient as the KT-12 tractor to skid inadmissibly low totals of timber in the Belorucheyiski Timber Management. Many tractors have been able to skid only 22 - 28 cubic meters per shift. The experiences of this trust indicate that successful operation of the KT-12 tractor requires the maintenance of technological discipline in logging.

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